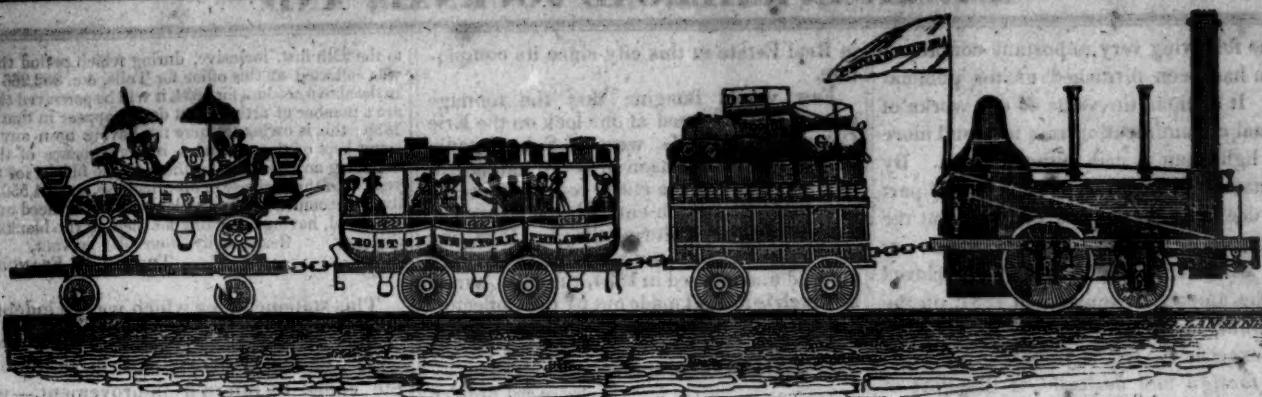


J. G. Healy.
9-9-31



AMERICAN RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.]

SATURDAY, JANUARY 10, 1835.

[VOLUME IV.—No. 1.]

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AMERICAN RAILROAD JOURNAL.

NEW-YORK, JANUARY 10, 1835.

With this number we commence the 4th volume of the Railroad Journal—which we hope to make more interesting, or at least more valuable, than either of the preceding.

The subject of Internal Improvements begins to attract more than usual attention, as its benefits are more widely extended and more duly appreciated. We hope, hereafter, to find more co-laborers with us in the field, and an increased number of patrons throughout the country. The latter we must, and are resolved to have; and, as an inducement, we offer those who are at this time subscribers, who will take a complete set of the Journal, from commencement up to the 3d instant—or close of the 3d volume,—stitched in half yearly parts, with Title Page, Index, and Cover, to each, and a Railroad Map folded into volume 3d—for SIX DOLLARS; and to those who will now become subscribers, and take the full set from commencement to the end of the current, or 4th volume, with the Map folded into the 3d, for TEN DOLLARS.

We are induced to make these offers by a desire to have it more generally circulated, and to be able to render it more valuable hereafter to those who read it.

☞ We can hardly afford to pay Postage on new subscribers, and payments in advance; how much less, then, can we afford to pay Postage on orders to discontinue the Journal? It is much to be desired, therefore, that the postage on letters should be, as it is, in numerous, we may say most, instances, paid on letters addressed to us on business relating to the Journal.

☞ The communication of —, with its enclosure came duly to hand. The address with which he finds fault, and justly so too, so far as it is connected with the Railroad Journal, was distributed without our knowledge, by the carrier, who made use of an address prepared for another paper,—to which he is also a carrier,—by altering the head.

GOVERNOR'S MESSAGE.—We have received the Message of the Governor of this State, delivered on the assembling of the Legislature. It is an able document. It does not, however, take that decided stand in favor of the great works of Internal Improvement in contemplation, which we hoped it would.

NEW-YORK AND ERIE RAILROAD.—We give in this number of the Journal the proceedings of the Railroad Convention, held at Bath, Steuben county, on the 17th December. The preamble and resolutions are in the true spirit. They evince a due appreciation of the great advantages of Railroads, as well as of the peculiarly favorable position, circumstances of the route through the Southern tier of counties, and also, of their rights as citizens of the State of New-York, which has done so much for other, and so little for their, section of the State; and must, we would fain believe, convince the members of our Legislature, as well as all others of liberal views, that, in a spirit of justice at least, if not in that of an enlightened policy, they are bound to give it the countenance and aid of the State.

Calhoun county, Michigan Territory,
Eckford, December 10, 1834.

To the Editor of the Railroad Journal.

SIR,—I enclose you five dollars on account of the Railroad Journal, a work with which I am highly pleased. I had intended to have prepared a communication for it in relation to a railroad through this Territory, but time has not permitted; and I can now only say that the United States' Engineers have just surveyed a route commencing at Detroit, and thence running nearly west to the mouth of the St. Joseph's, on Lake Michigan, distance 180 miles, mostly through an open flowery region, of great fertility; and although the country is very new, it is settling with great rapidity. This road will give a further spur to it, and will extend the facilities of transportation to the Mississippi. It will only be required to complete the canal, or railroad, from Chicago to the rapids of the Illinois, when a continuous line will be open from New-York city to St. Louis, bringing those two places within 8 or 10 days of each other.

The route through this peninsula just surveyed is peculiarly favorable, the greatest elevation over which it passes being 446 feet near the centre; and from this point, either way, the surface is a gentle inclined plane, facing the east and west, of above 90 miles each.

Will you have the goodness to state in your Journal the rate of tolls on the various railroads now in operation, also as compared with the tolls paid on the canals. It will serve to remove the doubts and prejudices of many who believe that railroads are not adapted to the transportation of heavy produce, especially when the distance is great.

I am, very respectfully, your obedient servant,

A. W.

The suggestion of our correspondent, A. W., is an important one, and we will ask the favor of those of our subscribers, who have the means of furnishing the desired information, to communicate it to us at an early date. Particulars relative to the tolls both on railroads and canals, are desired.

Affection.—Real and pure affection is always quiet and deliberate in its attention, and no man of refinement can long love a wife, whose demonstrations of attachment are obtrusive and impetuous.—[Mrs. Hale.]

The following very important communication has been furnished us for publication. It exhibits the value of our works of internal communication in a new and more clear light than it has hitherto been. By this statement (made, it is true, only in part from documents, but it is believed that the estimate of 33½ tons to each lockage is entirely within the truth,) it will be perceived that the amount of tonnage in 1834, on the Erie Canal alone, which passed Alexander's lock, exceeds the whole amount of tonnage, both foreign and domestic, of the Port of New-York for 1833.

"The immense and increasing trade on our Erie Canal almost exceeds belief, and will readily account for the steady advance

in Real Estate in this city since its completion.

Few would imagine that the tonnage passed and repassed at one lock on the Erie Canal, Alexander's, west of Schoenectady, in the business season of seven and a half months, exceeds the entire tonnage, foreign and domestic, which entered and cleared at this custom-house during the year 1833, and will fully equal, if not exceed, the tonnage entered and cleared in 1834, the last quarter of which is not yet made out by the Collector.

I annex you a statement furnished by the Collector, by which it appears, that for the four quarters 1833, there were

Tonnage and Register.	
553 Foreign Arrivals.....	110,835 tons.
1365 Domestic Arrivals.....	320,083 "
512 Foreign Clearances.....	101,512 "
1026 Domestic Clearances.....	239,416 "
Whole number loaded and in ballast. 771,846 "	

Statement of the number of American and Foreign vessels, and their tonnages, entered and cleared from the Port of New-York in the year 1833, and the first three-quarters of 1834.

Date.	Foreign Arrivals.		Domestic Arrivals.		Foreign Clearances.		Domestic Clearances.	
	No. of vessels	Tons.	No. of vessels	Tons.	No. of vessels	Tons.	No. of vessels	Tons.
First Quarter, 1833,....	53	11,599	251	57,374½	53	12,396½	227	51,304
Second " " " " " "	167	35,113	438	101,433½	189	27,225	280	63,182½
Third " " " " " "	212	40,740½	374	90,299½	202	41,062½	269	67,087½
Fourth " " " " " "	121	23,382½	302	70,976½	119	20,828½	250	57,841
	553	110,835	1365	320,083½	512	101,512½	1026	239,415½
	1365	320,083½			1026	239,415½		
In 1833,.....	1918	430,918½			1538	340,927½		
First Quarter, 1834,....	43	8,959	309	68,284½	58	11,115½	241	52,901½
Second " " " " " "	178	42,754	444	101,733	142	32,166	295	68,032
Third " " " " " "	142	25,962	406	101,642	155	32,050	227	54,114
Fourth—not ascertained.								
	363	77,675	1159	271,659½	355	75,331½	763	175,047½
	1159	271,659½			763	175,047½		
In 1834, (in part,)....	1522	349,334½			1118	250,378½		

The official statement of the boats and floats of timber passed at Alexander's dock, is not yet published; but to the first of September it was 12,551, and it is understood to exceed 24,000 to the close of navigation, equal to a lockage every 12½ minutes, day and night, during the season of navigation; and only allowing the moderate ratio of 33½ tons to a lockage of boat or float of timber, it will give 800,000 tons, without taking into view the large amount of trade in salt, wheat, and lumber, between Buffalo and Alexander's lock.

But to set the question at rest, I present you with the Collector of Utica's official statement of the comparative view of the property passed Utica on the Erie Canal, in the years 1833 and 1834. By this table you will ascertain that 420,000 tons weight actually floated by Utica during the season of navigation, seven and a half months, which will fully equal the weight carried by the 1918 vessels, entered and cleared at this Custom House, when it is taken into consideration that more than one-third returned in ballast, or were only partially loaded.

By this interesting table it will be perceived, that 1,157,059 barrels flour passed Utica which, with 1,197,304 bushels of wheat, are equal to 1,425,000 barrels of flour, equal in value, delivered at this port, to seven and a half millions of dollars. Of cotton, we perceive 1,221,102 lbs. passed. Merchandize, 140,743,996 lbs.—which, with the other items in this statement, must exceed fifty millions of dollars, valuing the merchandize at only \$300 per ton.

It will be noted that the high tolls have decreased the amount of lumber, particularly ship timber, an important item to the landed interest in the interior.

COLLECTOR'S OFFICE.

Utica, December 26, 1834.

Comparative statement of property that passed Utica on the Erie Canal in the years 1833 and 1834.

Articles.	1833.	1834.	Increase.
Staves.....No.	9,264,523	10,416,705	1,152,182
Flour.....bbls.	967,813	1,157,059	189,246
Provisions....do.	27,919	39,888	11,969
Salt.....do.	62,860	70,060	7,200
Ashes.....do.	29,508	30,502	994
Beer.....do.	586	638	52
Cider.....do.	284	622	338
Woods.....cords	4,808	5,383½	575½
Wheat.....bushels	1,175,423	1,197,304	21,881
Coarse Wool lbs.	1,666,673	1,135,225	31,448
Bran & ship stuffs....bbls.	300,518	349,303	48,785
Grain....bushels	320,578	402,216	99,638
Clover & Grass Seed.....lbs.	1,460,628	2,144,551	683,923
Cheese.....do.	1,857,944	3,173,147	1,315,203
Hops.....bales	443,236	487,580	44,344
Fur & Peltry lbs.	268,521	399,832	131,311
Stone.....	8,805,039	16,619,735	7,814,696
Clay.....	1,821,565	2,351,153	529,588
Pig Iron.....	1,810,215	2,005,158	194,943
			Decrease.
Dom. Spirits gals.	1,609,612	1,461,051	148,561
Timber....feet	1,733,255	1,522,637	210,618
Boards & scantling	40,804,371	39,290,991	2,513,380
Shingles.....M.	55,287	41,061	14,226
Lime.....bbls.	15,357	6,105	9,252
Gypsum....lbs.	18,750,501	10,615,023	8,135,478
Butter & Lard....	4,554,215	4,499,008	55,207
Merchandise....	157,357,547	140,743,996	16,613,551
Furniture.....	7,595,732	10,672,802	3,077,070
Coal.....	6,423,090	4,551,960	1,871,130
Dried Fruit....lbs.		50,376	
Sundries.....		3,458,190	
Iron Ware.....		1,439,211	
Bar & Pig Lead..		30,300	
Flax Seed.....		1,221,102	
Tobacco.....		538,840	
Hemp.....		1,765,882	
Cotton.....bales		77,891	
Apples.....bush.		729	
Potatoes.....		4,809	
Peas & Beans....	8,360	29,486	

The foregoing account is from the 17th April last,

to the 25th inst. inclusive, during which period there was collected at this office for Tolls, &c. \$52,366 44. In the above account for 1834, it will be perceived there are a number of articles that do not appear in that for 1833; this is owing to there not having been any account kept of these articles, in consequence of there not being any heading for them on the blanks for that year. Of the decrease in Merchandise, about 4,550,000 lbs. is accounted for, by articles heretofore placed under that head, having a heading for them in the blanks for this year. Respectfully, your ob't servant,

THOMAS M. FRANCIS.

This statement, for which we are indebted to J. E. BLOOMFIELD, Esq., of Utica,—who has taken a very active part in promoting the cause of internal improvement,—will certainly surprise many of our most observing citizens, who, although ever ready to admit the favorable influence of our Canal system upon this city, and especially upon its real estate, have not, as we believe, fully appreciated the importance of increasing the facilities, by enlarging the Canal and the construction of Railroads, for communicating with the FAR WEST.

The time has arrived, however, when every intelligent man must see and feel the importance of action. The period has arrived, and the field is ample. In the South part of the State, a route for a RAILROAD has recently been surveyed, which has been found favorable beyond the anticipations of its warmest friends—a report of which will, we understand, be presented to the Legislature at an early day. In the North, or in the vicinity of the Erie Canal, a STEAMBOAT COMMUNICATION with Lake Erie, if the determined perseverance of its friends and an enlightened public policy prevail, will be opened at an early period. These are works which, when properly completed, will do credit to the State of New-York—in truth, the *Pioneer*, in great works of internal improvement in this country. With a steamboat canal for the bulky products and heavy articles of trade, which will at the same time compete with our Canadian neighbors on the North—and a Railroad for the *hundreds of thousands* of passengers, and light freight, which shall compete with our persevering neighbors of Pennsylvania, by being in operation twelve months to their nine,—will secure to the city of New-York an amount of internal trade, the estimate of which, even at this enlightened day, would cause him who should venture upon it to be considered a fit subject for a "straight jacket," or a lunatic asylum.

Such however are the facts, and he who lives to compare a quarter of a century hence with the present day, as many who read this can the present with the year 1810, will have abundant reason to exclaim, "the half was not told us;" and by way of illustrating in a very small degree the truth of our predictions, we will state a few facts in relation to the increased value of property. The building, a mere shell of an old rookery, in which this Journal is published, was leased in 1816, during a life, for \$500 per annum—it now rents for \$2000! more, we very sensibly feel, than it is worth, with its

government between distant portions of the republic, and as a route for the speedy and regular transportation of the public mails; and that as such it merits the favorable regard of the National Authorities.

Resolved, That the citizens of the southern tier of counties, from their liberal support of the Erie Canal, and other public improvements, from the construction of which they have derived no advantage, while other portions of the State have been enriched and made prosperous, have strong and irresistible claims upon the Legislature for a just share of its patronage and bounty; That we recommend to the citizens of said counties, and the counties adjacent, that immediate measures be taken in each respectively, to press upon the Legislature their claims upon the State in the construction of the contemplated Railway.

And, whereas, we are advised and believe, that in case the Legislature will pass a law, authorizing a subscription of two millions of the stock, or loan its credit to that amount for the benefit of the Stockholders of said Railroad Company, that the residue will be taken by individuals in the city of New York, and along the line of the proposed road, and the work immediately progress to a completion. Therefore

Resolved, That this Convention do memorialize the Legislature of this State at the ensuing session, for the passage of a law authorizing said subscription or loan, as shall by the said Legislature be deemed most conducive to the public interest.

Mr. Gibbs, from the Committee appointed for that purpose, reported a memorial, a copy of which is annexed to these proceedings. Whereupon it was unanimously

Resolved, That the said memorial be adopted, and that the same be signed by the members of the Convention.

Resolved, That we earnestly and respectfully recommend to the citizens of the southern tier of counties that petitions in accordance with the views and objects of this Convention, as expressed in its resolutions and memorial, be immediately prepared and circulated in all of the said counties with a view to an early and efficient application to the Legislature at its ensuing session.

Resolved, That William S. Hubbell, William W. McCay, and Henry W. Rogers, of Bath, in the county of Steuben, be a Central Corresponding Railroad Committee.

Resolved, That the proceedings of this Convention be signed by the officers thereof, and that the editors of the several newspapers in this State be requested to publish the same.

The following is an account from the Troy Budget of the Railroad now constructing between Troy and Ballston.

The road leaves Troy at Federal street, by the aid of the bridge which crosses the Hudson river, extending from that street to Green Island. The length of the bridge is 1660 feet. It forms eight arches, exclusive of a capacious draw section. The piers, or abutments, are cut stone from Glen's Falls, Poughkeepsie and Amsterdams. The bridge will stand 30 feet above high water mark. Its frame, built of timber, will be 34 feet wide, and well covered.

From the bridge to Waterford, four and a half miles, the railroad crosses three spouts of the Mohawk river upon durable bridges erected upon stone abutments. Passing directly through Waterford the road follows along the margin of the Hudson to Mechanicville, eight miles. From thence it verges and runs westerly twelve miles to Ballston Spa.

The whole line of the road from Troy to Ballston, save one mile of easy construction, is graded and prepared for the reception of the rails.

The greatest ascent in any one mile on the line of the road is 25 feet. On the first 12 1/2 miles, from Troy to Mechanicville, the average ascent is less than 10 feet per mile.

The rails are to be of timber, laid on cedar sleepers, and covered with the usual iron-plated rails. These have been ordered long since, are supposed to be on shipboard now, and will doubtless be here early in the spring. Such is the pro-

pointed to nominate officers for the convention. Whereupon the chair appointed Messrs. Davenport, of Steuben, Charles, of Allegany, Smith, of Chataque, and Arnett, of Tioga, who reported the following nominations, viz.:

Hon. Stephen B. Leonard, of the county of Tioga, President;

Hon. Israel Day, of the county of Cattaraugus, and Alpheus Hawley, Esq., of the county of Chataque, Vice Presidents;

Henry W. Rodgers, of Steuben, and Anson Gibbs, of Cattaraugus, Secretaries; who were unanimously appointed by the convention.

The convention was then addressed by several gentlemen relative to the object for which it was called. Communications from highly respectable citizens residing in the counties of Tompkins, Broome, Chenango, Otsego, Delaware, Orange, Sullivan, and New-York, were read and submitted to the convention; from which it appeared that meetings had been held in each respectively, and in most of them numerous delegates appointed to attend this convention; but in consequence of the inclemency of the season, bad state of the roads, and the short notice given, the delegates would probably be unable to attend.

Committees were then appointed to prepare resolutions, and a memorial to the Legislature; which, after a short time, were reported, read, and adopted. Annexed, we give the preamble and resolutions. The memorial has not yet come to hand.

Whereas, we contemplate with just pride and pleasure the sagacity which conceived, and the wisdom and policy which consummated, that splendid monument of the enterprise of our State—the Erie Canal—an enterprise the completion of which constituted and continues to constitute one of the brightest eras in the history of this State, and which has given our country renown, even beyond the Atlantic,—and

Whereas we deem a judicious continuation of that grand system of Internal Improvements which has hitherto been so successfully practised, and the rich benefits of which are every day more and more signally developing themselves, to be in accordance with the dictates of sound policy, as well in regard to the already conceded high reputation of our State for public spirit and enterprise, as to the prosperity and permanent interest of our citizens,—and

Whereas several rival works are now in contemplation, and some of them rapidly advancing to completion, leading into the State of Ohio from points on the Atlantic seaboard south of the city of New York, with a view to divert from that city the extensive and lucrative commerce which it has hitherto enjoyed with the rich and rapidly increasing States and territories north of the Ohio river, avowedly relying upon the greater severity of climate and more northerly latitude of the State of New York, closing the navigation of its canals during so large a portion of the year,—and

Whereas we deem it due to the character of the State, and to the interest of its enterprising citizens, to guard as far as may be, against those rival interests, by using the means which we have in our power, and availing ourselves of the advantages which nature has liberally placed within our reach, and believing as we do, that these objects can in no way be so effectually accomplished, as by the construction of the contemplated Railroad from the city of New York to Lake Erie, through the southern tier of counties,—Therefore.

Resolved, That the proposed work commends itself with peculiar force to the people and to the Legislature of this State, and should excite zealous, vigorous and immediate action—that from its great extent, running as it will, if constructed, through the entire State from east to west, embracing in its route a fertile country, rich in natural resources, as yet but partially developed, and being strongly identified not only with the prosperity and interests of the State, but in the opinion of this convention, partaking largely of a national character and importance, as an avenue from the Atlantic sea board to the waters, States, and Territories of the west, and to the public lands; as a medium of direct and rapid communication for the military force and munitions of the

present accommodations; yet not 7 per cent. upon what it would sell for at auction to-morrow, even without any building upon it, for it would be worth more without, than with, the present building, if it could be sold. We might also refer to the lot next but one adjoining us, corner of William street, which does not contain but a little over half as many square feet, but has two fronts—which was sold in 1823 for \$17,500, in 1833 for \$41,750! and again, as we understand, a few days since for \$56,000!! What, we would ask, has produced this immense increase in the value of property in this city? Is it not the increase of business? And what, pray, has tended to increase the business to such an enormous extent? Is it not the increased facilities for its transaction, the improved state of our country, and its fertility of soil? Admit this, (and who will dispute it!) have we not as wide a field for enterprise, and twice the enterprise and energy—arising from experience? What then, we ask, will be the value of real estate in this city a quarter of a century hence, should these two great works of internal improvement receive the favorable action of the present Legislature, and be completed at an early period? It would be increased to three times its present value. Who then, we ask, are more interested in their success, than the owners of real estate in the city of New-York? Let them come forward, then, and show that they appreciate their highly favorable position, and are willing to labor in the cause.

RAILROAD CONVENTION.—Proceedings of a Convention of Delegates from the southern tier of counties of the state of New-York, friendly to the construction of a railway from the city of New-York to Lake Erie, held at the Court-House in Bath, in the county of Steuben, December 17th, 1834.

The convention having duly assembled, was called to order by Mr. Dickinson, of the county of Steuben, whereupon Henry McCormick, Esq., of Tioga, was appointed Chairman, and Anson Gibbs, Esq., of Cattaraugus, Secretary pro tempore.

The roll being called, it appeared that the following named gentlemen were in attendance as delegates, viz.:

Walter Smith, Alpheus Hawley, Walter Chester, Israel Day, Anson Gibbs, James Stratton, Samuel Harvey, Timothy P. Guy, C. S. Shepard, Daniel Heartwell, Ira Smith, Jonathan Nobles, John G. Collins, Alexander S. Diven, Jesse Angel, Richard Charles, Robert Haight, John B. Church, W. R. Smith, William P. Angel, David Ward, John Arnett, Stephen B. Leonard, Henry M. McCormack, Sam. Partridge, Levi J. Cooley, Francis Smith, Wm. W. McCay, Henry W. Rodgers, Wm. Kernan, Henry A. Townsend, Ira C. Clark, Wm. Woods, David McMaster, Joseph G. Masten, Wm. Goff, Ira Davenport, John R. Gansevoort, John E. Evans, Levi Davis, Henry S. Williams, John Magee, George C. Edwards, Henry Switzer, James Manderson, George McClure, Wm. J. Nealy, Wm. D. Knox, Chauncey Hoffman, James Baldwin, Daniel Groton, David Edwards, Stephen Townsley, Anson Cook, Wm. Card, Isaac Santee, Andrew B. Dickinson, Wm. Stephens, James M. Burney, John W. Whiting, Paul C. Cook, Aaron W. Beach, Seth Wheeler, Johnson N. Reynolds, Burgie Rice, Wm. Baker, Peter Disbrow, John Dow, Wm. H. Lybolt, Matthew McDowell, Andrew G. Chatfield, and Theodore Titus.

On motion,
Resolved, That a committee of five be ap-

gress of the work, that the Directors, the Engineer, and the contractors are all confident that the whole line will be completed and ready for the public accommodation by the 15th day of June next.

The Company have contracted for two locomotive engines, to be manufactured in Philadelphia, on a new and, it is believed, much improved model—a model or plan, deemed by the Engineer, who has examined it, superior to any now in use in this country or any other. Eighteen passenger cars and twenty cars for freight and baggage, are also under contract in this city.

Upon Green island, which, by the bridge, is connected with the city, a site has been selected and laid out for a large business place. It is called "North Troy," and a map of it may be seen in many public places, in Troy Albany and New York. We cannot see why in may not populate most rapidly and in a short time become a flourishing ward or village.

The capital of Rensselaer and Saratoga railroad Company is \$300,000, and this sum, it is believed, will be nearly sufficient to complete the 24-1/2 miles of the railroad, erect a bridge across the Hudson, and three bridges across as many spouts of the Mohawk. Where has a railroad been constructed at so small an expense? The Mohawk and Hudson Railroad, about fourteen miles long has cost nearly \$900,000.

VICKSBURG RAILROAD.—We have been informed that about four hundred thousand dollars have been subscribed in the town of Vicksburg, to the railroad bank. A gentleman just from Clinton informs us, that two hundred thousand have been subscribed at that place, and we feel pretty confident that more than one hundred thousand dollars will be subscribed in this. Before the bank can go into operation, the charter requires that five hundred thousand dollars must be subscribed, and one hundred thousand paid in, so there is a very fair prospect of the bank's beginning operations in a very short period, and of the railroad from Vicksburg by Clinton, to the seat of government, being at least commenced.

Our neighbors of Natchez also are beginning to see the importance to them of a railroad to the interior of the state. They have a port of entry, and require some mode of conveyance for cotton to their wharves. Delegates have been appointed from our town to a railroad convention soon to convene in Copiah county, for the purpose of considering the propriety of constructing a road from Natchez to the interior, and we have but little doubt the work will be accomplished. We are pleased to see such a spirit abroad in the land.—[Jackson Mississippian.]

THE RAILROAD FINISHED.—It affords us pleasure to be able to announce to the public the completion of the Tusculumbia, Courtland, and Decatur railroad.

On Monday last, the cars passed through the whole line to Decatur, 45 miles, and have since been actively engaged, both day and night, in the heavy transportation of cotton, merchandize, &c. The unusual activity which has been thus imparted to trade and business of every kind, through the whole line of the road, embracing one of the most fertile and beautiful sections of the state, cannot but be highly gratifying to those who, by their public spirit and untiring exertions, have secured to North Alabama commercial facilities of such incalculable value. Our farmers now have the means of availing themselves of the highest prices for their cotton; the great barriers to a direct market are effectually removed.

Thirty odd cars are now in operation on the road, but we understand the number is quite inadequate to the amount of business required immediately to be done. Other

cars are being prepared at the railroad foundry, and another locomotive has been received at New Orleans from Liverpool, which is daily expected at this place. In a few weeks, it is thought, the facilities for transportation will be so increased, as to enable the company to render prompt and efficient attention to all the business which may be required on the road.

Expecting at a proper time to be officially furnished with facts and estimates in regard to the cost, profits, &c., of the road, we shall forbear at this time any speculations of our own. It may not be amiss, however, to remark, that upwards of 25 miles of the work have been made during the last year, at an average expense of something less than \$4,500 per mile.—[North Alabamian.]

M'ADAM ROADS.—The following extract from a letter written by J. LONDON M'ADAM, Esq., who has probably done more than any other man living towards improving the "ways" of his country, will, we hope, be read attentively, and practised upon successfully, by Americans.

To the Editors of the Journal of Commerce

Gentlemen,—Happening to mention, in a letter to my friend and connexion, Mr. London M'Adam, that I was about to construct a road for an approach to a country house, and that a hint from him might be of use, he has very good-naturedly sent me a reply which may be deemed the result of his great experience on the subject of road-making. There is so little apparent resemblance between the roads that are termed M'Adamized here, and those of England, that I am induced to send you an extract from his letter, in the hope that it may be of use to the public.

A SUBSCRIBER.

"A road should not be sunk below the adjacent ground, as is too common, but rather elevated above it, if possible.

"The ground upon which the artificial road is to be placed, called by us the *bed* of the road, must be made quite dry, and must be kept always dry.

"There are two sources of wet which are to be avoided—under-water, which oozes from the adjacent soil, and which is the most mischievous and the most difficult to be dealt with, and rain water, or that which comes from above. The first must be kept out by side drains, that are several inches lower than the *bed* of the road. They may be open or covered, according to circumstances. A well constructed road will no more admit rain water than it will find its way through the roof of a house.

The road must be constructed by first shaping the *bed* into the form of a road, having a slope from the centre to the sides of not more than an inch in a yard. This *bed* is to be covered with three coats of broken stones; each coat is to be three inches thick, making nine inches in all, which will settle to seven inches. This covering, laid upon a *clay bed*, will carry any weight that could be brought upon a road. Each of the two first layers of stone must lie to be compressed by the *traffic*, or if there be no *traffic*, by a roller, until it gets to be nearly solid, and yet not so solid as to prevent its incorporation with the succeeding coat or layer. This is a nice point; and practice alone can ensure its being well executed. In the absence of this practical skill, you must, of course, make use of your own judgment.

"After the road is made, it must be closely attended to, until it is quite smooth and solid, by a man, or men, whose business shall be to rake the stones after every

wheel-track, in such a way as completely to erase every sign of a rut. But as yours is to be a private road, I recommend the use of the roller, both to settle and smooth the lower coats, so as to be ready to receive the upper, and to compress the upper until the passage of a wheel shall make no impression.

"The stones should be broken so that no piece shall exceed three ounces in weight, and to leave as many and as sharp angles as possible. These angles are the means of rendering a road solid. Use no gravel of any size or description *unbroken*. Smooth stones of any size will not become fixed, and your road will loosen. I have not allowed any stone above three ounces in weight to be put on the Bath or Bristol roads* for the last three years, and we have found the benefit of the plan in the smoothness and durability of our work, as well as in economy. Do not allow any one to persuade you to try coats of stones of different sizes, as is often done. Larger below and smaller above is plausible and fanciful, but it never succeeds. The stones change places, the larger getting uppermost, and by moving these, they keep the road loose, and admit the water, &c. &c."

We learn from the Charleston Mercury that a young man in the employment of Messrs. Sykes & Sons, Sheffield, England, has made a steam engine which weighs seven ounces. It is so perfect, that with a spirit lamp and two table spoonfuls of water, it will go at the rate of a thousand strokes a minute, and will continue to work until almost the last drop is expended.

Surprising Swiftmess.

M. Delisle has observed that a fly, so small as almost to be invisible, ran over a paper of almost 3 inches in half a second. It was so small that its feet might be reckoned to apply themselves successively upon the whole space that it ran over. And as it appeared to M. Delisle that they might be one-fourth of a line in bigness, it made in the space of a line 15 steps, or 15 motions, and, consequently, it made 540 in the space of 3 inches. How nimble must it be to remove one foot above 500 times in half a second, or more than 1,000 times in one of the common pulsations of our arteries!

Proposed Suspension Bridge between New-York and Brooklyn.

To the Editor of the Railroad Journal, &c.

SIR,—Having occasion to cross the East river every day, between New-York and the neighboring city of Brooklyn, I have been forcibly struck with the many inconveniences attending the present mode of communication between those cities, and have been led to consider whether some less objectionable plan could not be devised. The system of ferriage is extremely well adapted for establishing communications between places separated by a river, when the breadth of that river is so great as to render it impossible to construct a bridge over it, or when the intercourse between those places is so small as to render the construction of a bridge an unprofitable speculation.

* Mr. M'Adam commenced his experiments as an amateur, on these roads, and he still retains the superintendence of them.

culatation; but in all places where neither of these objections obtain, it ought to give way to the more perfect mode of communication afforded by permanent bridges. My object, therefore, in now addressing you, is to show, through the medium of your valuable Journal, that the construction of a permanent bridge over the East river, between New-York and Brooklyn, is not only practicable, but would be a profitable speculation for any company to be engaged in.

It is evident, that in preparing a design for a bridge in this particular situation, we must keep in view the necessity of interfering as little as possible with the navigation of the river. No bridges are so well adapted to fulfil this condition as those on the suspension principle. For large spans, they are also less expensive. I would therefore propose the erection of a *Suspension Bridge*, as shown in the accompanying sketch.

From the maps of New-York, I find the breadth of the East river, opposite Fulton street, Brooklyn, is about 2000 feet. This I would divide into five openings—the central one of 500 feet, and the others of 315 feet each; these, with the thicknesses of the piers, will make up the whole breadth of the river. According to a chart in "Blunt's Coast Pilot," the central depth of water is $5\frac{1}{2}$ fathoms, or 33 feet. The height, from the under side of the road-way to the level of high water, I have taken at 70 feet: this would, I believe, be a sufficient height to allow nearly all vessels to pass under without lowering their masts, but, if not, it may be increased to the necessary height, without any other difficulty than that of increasing the expense and the ascent of the road-way, both of which it is advisable to keep down as much as is consistent with the free navigation of the river. At the proposed height of seventy feet, the uniform ascent of the road, supposing it to commence on each side at 10 feet above high water level, would be but 1 in $16\frac{1}{2}$, which is much less than the rise given to many bridges. The breadth of the platform of the road-way I would make 34 feet, giving 12 feet on each side for a carriage way, and 10 feet in the centre for foot passengers.

In order to prove the practicability of the construction, a reference to what has already been performed in this branch of engineering will suffice. The first difficulty to be contended with is one that an engineer of ordinary practical skill will easily surmount—I refer to the laying the foundations for the suspension towers. These must be done in coffer dams, and will necessarily be attended with considerable expense. On reference to the published accounts of the bridge over the Schuylkill at Philadelphia, it appears that one of the piers of that bridge is founded in a depth of water of 41 feet 9 inches: this, according to the data we have been able to obtain, exceeds the depth of the East river by several feet.

The distance between the centres of the suspension pyramids of the bridge

erected by the late Mr. Telford, in Wales, over the Menai Straits, at Ynys-y-moch, is 579 feet $10\frac{1}{4}$ inches. The distance from centre to centre of the suspension towers, in the central opening of our design, we propose to be 545 feet, purposely keeping it a few feet under that of the Menai bridge, in order to prove the practicability of its construction by a reference to works already executed: it being evident, that if a suspension bridge of 580 feet span has been erected, others of less openings can also be constructed.

It was my intention, on commencing this article, to have entered more fully into the details of construction, and to have made an estimate of the expense of the bridge; but, on further consideration, I will defer this part of the subject to a future number, (if you consider the matter of sufficient importance to occupy your pages,) as perhaps some of your readers may be in possession of the correct soundings of the East river in the situation referred to; if so, and they will be good enough to favor me with them, the estimate will be made with more correctness.

It will be seen by the sketch, that I have supposed the bridge to take its rise immediately from each shore, but it is evident that a more magnificent design might be formed were we to commence the rise 1000 feet back from each shore, by the formation of a solid road-way to the water's edge; the ascent would then be but half as great, and less obstruction would also be given to the shipping, as

then the greater number of vessels might pass through the side openings without lowering their masts, whereas, in the present design, all the taller ships must pass through the central opening. This would be decidedly the best plan, and would be attended with, comparatively, little additional expense, as the span under the road-way might be appropriated for stores; but as it would require the streets at each end to be very wide, I have thought it better to give a design which is independent of this circumstance.

The rapidly increasing intercourse between New-York and Long Island will, probably, soon require the formation of a wide street leading from Broadway. What a beautiful connection would such a bridge, as is here described, form between this supposed new street and Fulton street, Brooklyn! It would altogether be one of the most magnificent suspension bridges in the world.

A design of a still more magnificent character might also be formed by extending the central opening to 1000 feet. A bridge of this span has been declared practicable by the late Mr. Telford, and some of the most scientific men in England.

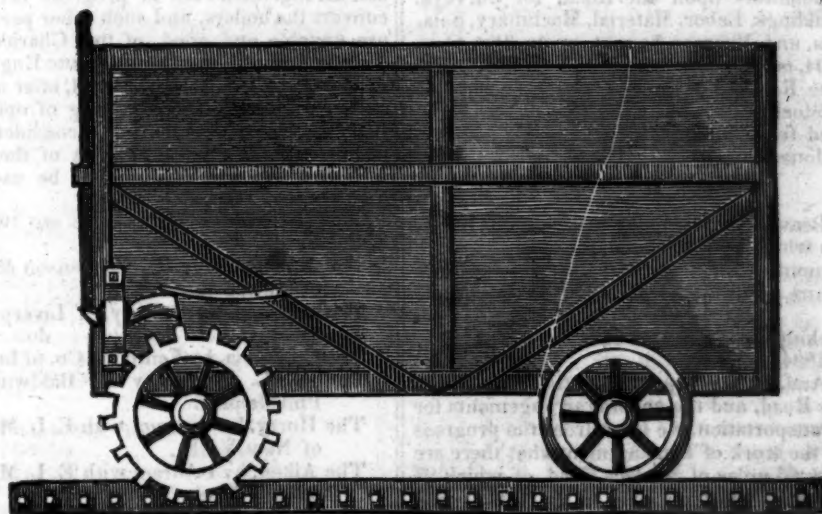
I am, sir, yours, respectfully,

W. LAKE,

Civil Engineer and Architect,
23 Nassau street.

December 9, 1834.

P. S.—A drawing on a larger scale than the accompanying sketch may be seen at my office.



[From the London Mechanics' Magazine.]
Improved Carriage-Stopper for Inclined Planes.

SIR,—I am perfectly convinced of the propriety of Mr. Deakin's remarks, the value of which has induced me to forward the accompanying sketch of a stopper, to prevent the descent of carriages upon inclined planes; one of the advantages of which will be, that several of them may be introduced, if required, in the same train, thereby dividing the load, or preventing danger, if any of the coupling chains should break. The falling catch (the action of which may readily

be perceived) has a spring to press it upon the wheel, and secure a correct movement. The rod behind is for the purpose of raising the catch, if not in use, as upon the levels, which may be changed by a very simple contrivance, and save the necessity of doing it by hand. The teeth of the rails would be preferable, and are designed for the inside, but are here shown for convenience of delineation. Trusting I have not trespass upon your limits and patience, I remain, sir, your obliged servant,

JAMES WOODHOUSE.
Kilburn, Oct. 31, 1834.

Semi-Annual Report of the Direction of the South-Carolina Canal and Railroad Company, to the Stockholders, October 31st, 1834, with Accompanying Documents.

The following Report gives a favorable account of the condition and prospects of this important line of road. We are pleased to learn that they are now constructing embankments with all proper dispatch, wherever the road is built upon piles.

REPORT OF THE DIRECTORS.

To the Stockholders, &c.

The Directors of the South-Carolina Canal and Railroad Company herewith present to the Stockholders, a Balance Sheet of the Books of the Company, made up to the 31st of October, 1834, by J. T. Robertson, Secretary.

An Inventory of the property of the Company, in Lands, Buildings and Negroes, (together with the number, condition and value of the Locomotives, Tenders, and Tanks, Passenger, Burthen and other Cars, Wheels, Axles, Springs, Old Materials, and all other property appertaining to the Workshops at Charleston and Aiken, as reported by Mr. E. K. Dodd, Master of the Workshops,) amounting to \$227,342.76.

A statement, showing in detail, the business done on the Road for the last six months of the year, ending 31st October, by which will be seen the number of Passengers conveyed, the amount of freight and passage money, and the number of Bales of Cotton in each month, by H. Ravenel, Auditor.

And a Report upon the condition of the Road, and the general arrangements for Transportation, by H. Allen, Chief Engineer and Superintendent of Transportation.

By the General Balance Sheet, the total expenditure upon the Road, for Surveys, Buildings, Labor, Material, Machinery, Salaries, and Negroes bought, up to 31st Oct., 1834, is shown to have been \$1,336,615.09

The Receipts from

Stock subscribed, \$900,000

And from business

done, &c. 160,907.51

1,060,907.51

Leaving the Company in debt, \$275,707.58
To which is to be added, for one month's Salaries and Negro hire up to 31st Oct., 9,074.20

Making total debt on 31st Oct.,

1834, \$284,781.78

And, by the Report upon the condition of the Road, and the general arrangements for Transportation, we learn from the progress of the work of Embankment, that there are now 65 miles of Surface Road, of which 27 miles are filled up level to the Rails; and that such arrangements are made in the Transportation Department as promise general satisfaction.

The work being near completion (one Cotton Depository and several buildings being still wanted) and in profitable operation, the debt due by the Company should cause no anxiety, as a steadily increasing business authorizes the belief that it will now gradually decrease, without hindrance to reasonable periodical dividends. Notwithstanding an unusual combination of unfavorable circumstances during the past Summer, the interruption of our intercourse with New-York by Cholera, its appearance at Augusta, the existence of Yellow Fever here, and the want of Locomotive power, all operating directly and seriously against

us, our gross receipts from the 1st of May have been \$83,445.42; and we do not hesitate to express the opinion, that but for the circumstances above enumerated, they would have been \$10,000 more, on passage money alone. The recurrence of such visitations, we may never again witness, and measures being in progress to secure Locomotive Power, our hopes of higher Revenue, during the Summer, for the future, are reasonable, and we trust may be realised.

Since the meeting in May last, two improvements of value have been completed, to wit: A Stationary Engine, by which the labor and expense of our Workshops are greatly reduced, and a Depository, for the reception of up Freight; the arrangement of which facilitates loading, and enables us to forward Freight in the order, as to time, in which it is received. A Cotton Depository being under contract, will soon be erected, near that just described, when the buildings at Line Street will be appropriated exclusively to the construction, repairs, and protection of Engines, Cars, &c.

Agreeably with a recommendation, approved at the last general meeting, the 1,185 Shares, then held by the Company, have been sold, and the proceeds applied to the purposes of the Company. The two Locomotives then reported as looked for shortly, from Mr. E. Bury, of Liverpool, arrived on the 9th September, were immediately placed upon the Road, and we are happy to say, have performed with great profit to the Company and credit to the builder. Four others, ordered from England, on the 3d March last, are expected soon to arrive, when we shall have ample power for present purposes. In anticipation of a great increase of business, an order for six Engines was forwarded on the 4th inst. to Wm. C. Molyneux, Esq., of Liverpool, to be executed with despatch; and arrangements are in progress here, to convert the boilers, and such other parts as are suitable and good, of the Charleston, Barnwell, and South-Carolina, into Engines, upon 4 or 6 wheels. The Board, after much and minute investigation, being of opinion that Six durable Engines of considerable power can be constructed out of the materials, which would otherwise be useless and lost.

The Locomotives now in use are twelve in number, to wit:

The Edgfield, by R. Stephenson & Co. of Newcastle.

The Augusta, by E. Bury, of Liverpool.

The Georgia, do. do.

The Columbia, by Fenton & Co. of Leeds.

The E. L. Miller, by M. Baldwin, of Philadelphia.

The Horry, by contract with E. L. Miller, of New-York.

The Aiken, by contract with E. L. Miller, of New-York.

The Native, by Eason & Dotterer, of Charleston.

The Hamburg, by the West Point Association.

The Edisto, by the West Point Association.

The Phoenix, rebuilt from our own Workshop.

The Constitution, rebuilt from our own Workshop.

Proposals have been made to carry all the Mails that the Post-Office Department may find expedient or advantageous to send upon the line of Road, for the term of four years, from the first of January next, at the rate of \$15,000 per annum. The result of which cannot be known before the 5th.

Agreeably with the notice by the news-

papers, of a public sale of Town Lots at Aiken, the same took place on the appointed day, when 67 Lots were sold, of which no returns have yet been made.

It gives us pleasure to add, that a rapidly increasing trade, the establishment of new houses of entertainment, and the healthfulness of the location, promise soon to make this a place of considerable importance.

Of the accidents which have occurred on the Road, some notice may be expected. We therefore report, that they have originated chiefly in the breaking of Axles under the Tenders and Freight Cars, which experience has shown were too light for the burthen they were required to sustain. That immediately after the first accident to the Axle of the Freight Car, orders were given to increase the size of 100 sets just then contracted for, of which about 40 sets have subsequently been received; and further to ensure safety, directions were given to lessen the weight of each Carload, to be ascertained, and adjusted by passing over scales—which will soon form a part of the Road at the Depository.

In conclusion, the Board feel authorised to congratulate the Stockholders on the favorable prospects of the enterprise. A work of such extent, requiring the highest order of mechanical experience and skill, can no where be perfected at once. Occasional failures, delays and losses, are to be expected. No Road in the world is exempt from them, and in proportion to the length of ours, and the numerous difficulties we have had to contend with, we believe that our success is at least equal to that of any other Road of the same class.

Respectfully submitted by the Board.

JOHN RAVENEL, President.

REPORT OF H. ALLEN.

To the President, &c.

GENTLEMEN: At the request of the President, the following information, as to the Road and Transportation Departments, is herein communicated, together with the statements of Mr. Dodd, Superintendent of Machinery, as to the Department under his charge.

I have the satisfaction of reporting, that the system of management adopted for the care and gradual improvement of the Road, continues to effect those important objects in an efficient manner. The details of that system having already been fully communicated, a repetition is therefore unnecessary. Within the last six months, we have been able to carry more effectually into operation the views of the Board, as to the filling up of the Road and the gradual introduction of embankments. A portion of the work of this character has been carried on in cases where the earth could be conveniently obtained at the sides, and the filling in be effected without the use of Embankment Cars, by small contracts with individuals, residing on or near the line of Road. It is found that for all such cases, this is decidedly the most judicious plan, and it is intended to provide for all similar work in the same way. For the removal of work by Embankment Cars, when such are necessary, it is necessary that the force be employed by the Company under competent overseers. In many cases it is expedient to employ horse power for transporting the Cars, and it is believed that it can be done with facility, economy, and with such yearly progress as the Board may decide on.

There are now 65 miles of Road "Surface Construction," of which 27 miles are filled up level with the Rails.

A careful examination of the piles and other wood work has been directed and made within the last two months; which has resulted in the satisfactory reports, that apparently almost the entire Road exhibits few signs of decay, and that the few exceptions are where the timber was originally inferior, or where the Road runs within the first six miles through the dry sand ridges. To all such cases close attention is paid, and in filling up the Road, a particular attention is had to the relative state of the various parts. It is especially satisfactory to know that where the Road is elevated, in consequence of its passing over low grounds, the piles remain unimpaired, and possess to all appearances the same strength and security that have so long stood the test of long trains of Cars and Engines, heavier than it was originally intended to use.

It is also a highly gratifying fact, that of the accidents that have occurred on the Road, not one, to this day, can be attributed to a failure or defect in the Road. It may not be uninteresting to have stated what have been the sources of those accidents that have occurred.

They have been found in three causes. 1st, From the improper position in which the gates and crossing rails of the turnouts were in, when the Engines or Cars have attempted to enter or leave the passing places. Such are therefore attributed to the neglect or mismanagement of the attendants at the turnouts. Our efforts and arrangements to remove this source of accidents, have been nearly successful, and it is believed they will be hereafter of rare occurrence.

Another source of accident has been in the running one Engine against another, and, in some instances, against animals that cross the road before the Engine.

It is however principally from the breakage of Axles that most of the accidents have originated. It is probable that the use of high Cars and elevated loads of Cotton have occasioned the breaking of the same sized axles that have previously, with the low cars, been found adequately strong. Measures were taken some time since to guard against such breakage, by reducing the loads carried by the present cars, and having all the new axles made of larger dimensions.

The breakage of axles on our Road has proved a source of greater inconvenience than was expected, in consequence of the structure of the Road being such as to permit the broken parts of wheels or axles, when they dropped, to become entangled with them, by which means, as the Engine continued to advance, much of the Road may be deranged, and thus the evil be extended to other Cars. It is in reference to this attendant evil (and it is one which frequently may be greater than the original one,) that it becomes of peculiar value that the extent of surface be increased as much as possible, and it is a consideration of great weight, not only that the Embankment operations be carried on at an earlier day and with greater progress than was originally intended, but that all parts of the Road, which can be easily filled up, should be rendered secure in this respect as soon as possible.

The use of Engines occasioning a greater weight in one point than was originally calculated upon, has in some instances gradually pressed the iron plates into the wood; and where the timber has been inferior, rendered a new surface necessary. This is readily done, and is attended to by the overseers and their assistants.

In the Transportation Department much

improvement has been effected in reference to the security of goods from fire and wet, and as our steam power and cars are becoming more adequate to the demands for transportation, greater regularity and certainty is gradually introduced. Manifest advantages as well as economy have been experienced from the new arrangements for the receipt, loading and forwarding goods at the new Depository in Mary street. By means of them, goods are loaded in the order in which they are received, the cars are put in train and dispatched in the order in which they are loaded, and the same order of Cars preserved throughout the line. Thus goods will be delivered at the place of destination in the consecutive order in which they were received. Similar arrangements will be eventually necessary at the more important Depositories. Those for Hamburg, the contracts for the construction of which were entered into some time since, it is expected will soon be in operation, and it is believed generally to the benefit of the Company, and to the dispatch of their business.

Several minor arrangements, having in view the improvement of operations in the Transportation Department, are in progress, and it is hoped ere long, that Department will approximate in its transactions to that regularity and certainty that appears to be expected in a peculiar degree from Railroad transportation. Respectfully submitted.

HORATIO ALLEN.

October 31st, 1834.

Statement of the number of passengers conveyed on the Railroad, the number of bales of cotton brought down on it, with the amount received from freight and passage for the six months ending October 31st, 1834.

	No. bales cotton	Amount of Freight.	No. Passengers.	Total Amount Received.
May....	3,103	8,545 53	3,401	10,363 79
June....	1,679	5,624 20	2,672	6,783 66
July....	655	3,581 35	2,556	5,164 66
August..	1,161	5,304 01	1,652	3,624 08
September	1,844	10,411 79	1,138	3,044 52
October..	4,314	13,837 99	2,156	7,159 81
	12,756	47,304 97	13,575	36,140 45

Statement showing the Current Expenses of the Road from 1st May to 31st October, 1834.

Expended in Cash, on the current charges against the business done, say in wages, repairs, &c.....	\$43,061 11
Amount of debt due 31st Oct., 1834, as per ac't. c't.....	\$275,707 58
Amount of debt due 1st May, as per ac't.....	168,715 26
Increase of debt from 1st May to 31st October.....	\$106,992 32
Increase of Machinery and other property shown by excess of amount of inventory of 31st Oct. over that of 1st May, 1834.....	\$92,475 82
Construction of road from Ln. to Depot.....	4,000 00
Embankment.....	6,000 00
	\$102,475 82
Showing the difference which has also been expended in current charges against the road.....	4,516 50
Add amount of Salaries, P. Rolls, &c. for month of October.....	9,926 06
Making a total of current expenses.....	\$57,503 67
Excess of Receipts over current expenses from 1st May to 31st October, 1834.....	\$5,941 75
Receipts of Road from 1st May to 31st October, 1834.....	\$63,445 42

DELAYS IN CHANCERY.—We frequently read in American papers sneers upon the interminable doubtings and delays in the English Court of Chancery, which would seem to imply that in that particular we are better off. The fact is, however, with respect to this State, that a case in Chancery, heard upon pleadings and proofs, cannot be brought to conclusion in less than TEN YEARS! We question whether my Lord Eldon doubted upon an average longer than this.

[From the Herkimer County Whig.]

THE RAILROAD.—On Tuesday last, the appraisers appointed to ascertain the value of the lands at this place, which the Utica and Schenectady Railroad have taken from R. R. Ward, Esq., after a session of about five weeks, made their report. They estimate the value of said lands at \$4,613. The average valuation which the witnesses on the part of Mr. Ward put upon the property, we understand, is between 17 and \$18,000, and the average valuation of the witnesses for both parties, upwards of \$12,000. It is evident therefore that the appraisers adopted a different rule of valuation from that of Mr. Ward's witnesses, and we believe different from that which the majority of our citizens consider the true one. We heard not much of the testimony in the case; but from what knowledge we have of the location of the railroad and the value of property at this place, we have formed an opinion that the appraisal is altogether too low. We believe the true value of that property to be just what it would sell for at public sale, with all attending circumstances, except that of the railroad passing over it; with the proper previous notice; the credit usually given upon such extensive dealings; and the power of obstructing roads, as much as the railroad will obstruct them. Now we believe that the said property so offered for sale, would command a price at least double that put upon it by the appraisers; not perhaps for the actual use of the purchaser, but for the purpose of re-sale to Mr. Ward. And we are well assured that after this matter is entirely settled, Mr. Ward, or any other person situated as he is, would gladly pay to the Railroad Company, ten thousand dollars for this very strip of land.

We are informed Mr. Ward intends to carry the case before the Chancellor for correction.

In the above notice we by no means intend to call in question the impartiality or the motives of the appraisers. The character of these men would repel any unfavorable imputation. But with proper respect to their opinions we merely offer our own, from doing which an editor cannot well refrain.

The following article is from the Westchester Spy.

POUGHKEEPSIE.—We like Poughkeepsie—perhaps because it has been our home, the scene of our boyish sports, the place where we were caressed and flogged, scolded, flattered, and drubbed into obedience. But no matter about the cause—as we said, we like the place, and on passing through it a few days since we were struck with the changes which have taken place in and about the village. There is indeed a spirit of enterprise and improvement awake which is making it one of the most beautiful and desirable locations within the circle of our acquaintances. Within a few years a great number of new and elegant buildings have been erected, the streets have been handsomely paved, the number of stores have greatly increased, and it has put on an active, stirring, business-going aspect, which is a sure indication of its prosperity. And if, as a western editor has remarked, "the business, character, enterprise, and advantages of a place may very accurately be estimated from its newspapers," Poughkeepsie will rank high on the list of flourishing villages, and present an improvement unparalleled in the oldest settled counties. It seems to us but a short time (we cannot say exactly how long) since the Poughkeepsie Journal and the Dutchess Observer, two small, blue, meagre-looking papers, were all that were issued in the village. Now there are four large and costly printed sheets, some of which, for the beauty of their appearance and the able manner

in which they are conducted, are scarcely surpassed by the best journals in the State.

With a large extent of rich, fertile, highly cultivated land to support it, Poughkeepsie must continue to increase its business; and should the inhabitants succeed in constructing a canal or railroad to Stockbridge, as they contemplate, it will open new sources of wealth and activity and give a new impetus to the growth of the place. Two whaling companies with a capital of \$200,000 each, have been chartered, the stock of which has all been taken up, and one of them is in successful operation with three ships at sea. A reservoir to supply the village with water in case of fire is also in progress, and measures are taken to procure a charter of a third bank, which it is thought will be obtained without much opposition.

The improvements on the north side of the village are particularly worthy of notice. Messrs. Oakly and Cunningham, who jointly owned the land, have laid out a new and beautiful street, and whilst we were in the neighborhood sold 36 lots at auction at an average price of \$300 each, besides several others at private sale. On these lots the purchasers design to build, and it is thought that this will ere long be the pleasantest part of the village. Besides, we perceive that the supervisors have taken measures for the erection of a new and elegant Court House, and an application will probably be made to the Legislature this winter to that effect.

[From the London Mechanics' Magazine.]

Steam-Carriage in Belgium.

ANTWERP, Sept. 28.—This day a trial was made with one of the locomotive machines which have just arrived in this country from England. It was perfectly successful. The carriage started at half past eleven, along the paved road from Antwerp to Brussels, and proceeded as far as Luytgen, where the company stopped for twenty-five minutes. At a quarter to one, the carriage had returned to Antwerp, and was running round the Place de Meir. Notwithstanding this speed, we observed that, on account of its being the first trial on our roads, the carriage was not allowed to go with any thing like the velocity of which it is capable, and we are assured that in future it will be allowed to run even much faster! All along the road the spectators, astonished at a sight so new to them, saluted the steamer with cheers and acclamations. This new carriage does not only run with extraordinary velocity, but it stops and turns and winds about in every direction with astonishing facility. This was particularly remarked during the evolutions on the Place de Meir, amidst crowds of carriages, horsemen, and pedestrians. Many persons had previously thought that the steam-carriage would be the cause of accidents by causing alarm to horses. This objection is proved to be chimerical; it was purposely put to the test in every possible manner. Horses were made to approach it in various ways, and not one, at any time, showed any symptom of fear. Both going from and returning to Antwerp the steam-carriage drew another carriage after it, full of passengers. *Mor. Herald.*—We believe the carriage here alluded to is that of Messrs. Squire and Macerone.

Anecdote.—An honest Hibernian, upon reading his physician's bill, replied to the Doctor that he had no objection to paying him for his medicine, but his visits he would return.

Fig. 1.

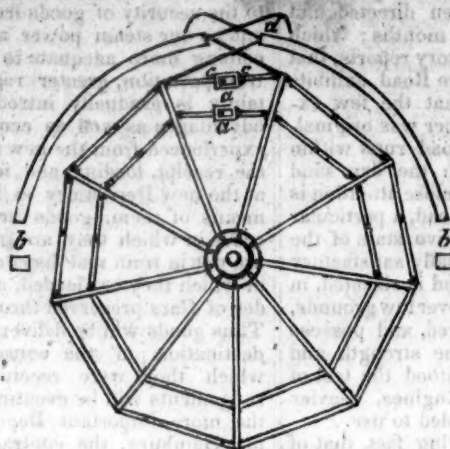
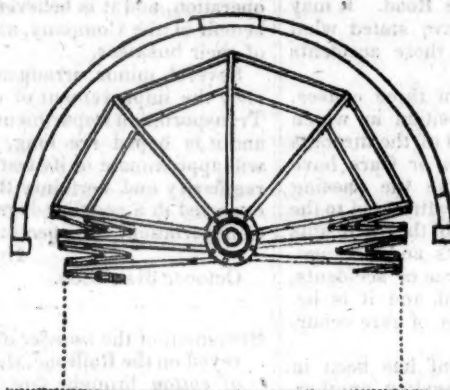


Fig. 2.



[From the London Mechanics' Magazine.]

Shifting Paddle-Wheel.

SIR,—I send you the accompanying plan and description of a paddle wheel for insertion in your Magazine. The intention of it is to facilitate the withdrawal, and to remove entirely the wheel from the vessel in a few minutes. It has generally been admired for its simplicity; but from my not having means to produce it on a large scale, I take this opportunity of laying it before the public, imagining that in some cases it will be conducive to the general good.

The wheel is nearly similar to the ordinary one, with the exception of one segment of the boss being so constructed as to allow the radii arms there inserted to revolve on circular bolts, as may be seen in the upper part of fig. 1; and those revolving radii are connected by disjointed rims, which are of course flexible. The two upper radii may be separated by unscrewing the two shackle screws *a a*, which are for the purpose of bringing the moveable segment of the wheel tightly together.

Now, as the wheel is represented in fig. 1, it is connected and ready for use; and to remove it from the water, the screws *a a* are eased down, and the weight of the divided segments is allowed to come upon the tackles *c c*, which are attached to the two upper radii; and the top of the paddle box, through the two scuttles *d d*. They are then lowered down upon the standing part of the wheel, and lashed thereto with chains through the scuttles *b b*. The paddle is then caused to make a demi-

revolution, and is entirely withdrawn from the water, assuming the position of fig. 2.

I will now enumerate the advantages which I think would be derived from my invention.

First, should a vessel be running along a lee-shore, and an accident happen to her machinery, which renders it useless, the paddles could *entirely* be taken off the vessel in a few minutes, and she would be placed under canvass to keep her off the shore.

Secondly, should a steam-vessel be on a long voyage when the fuel must be economised, it would be easy to take advantage of every favorable breeze; or in running down a trade wind, to consume no fuel for days together.

And, thirdly, it would be of great benefit to remove the paddles in case of exposure to ice, as in the Dutch or Russian steam-vessels, which have to encounter the destructive effects of the broken ice when the thaw commences. Or should a steam-vessel be again wanted for another Polar expedition, what an advantage it would be to her to be capable of immediately withdrawing her paddles, in case of being suddenly surrounded with ice, or again quickly applying them on meeting with clear water.

I have constructed a model with the flexible rims formed of crank chain, but which I have been advised to lay aside in favor of my original plan of jointed bars. Trusting it may be approved of,

HENRY CUNNINGHAM.

Cold Harbor, Gosport:

Sept. 15, 1834.